



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 11/13/2025

REQUESTER: Wiggins Properties, LLC

PRESENTER: Justin Fish, Planner I

ITEM TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF ORDINANCE O-2526-19: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING SECTION 36-201 OF THE CODE OF THE CITY OF NORMAN SO AS TO REMOVE THE PART OF THE SOUTHWEST QUARTER (SW/4) OF SECTION 15, TOWNSHIP 8 NORTH, RANGE 2 WEST AND THE EAST HALF (E/2) OF SECTION 16, TOWNSHIP 8 NORTH, RANGE 2 WEST OF THE INDIAN MERIDIAN, TO NORMAN, CLEVELAND COUNTY, OKLAHOMA, FROM A PUD, PLANNED UNIT DEVELOPMENT, AND PLACE SAME IN A PUD, PLANNED UNIT DEVELOPMENT; AND PROVIDING FOR THE SEVERABILITY THEREOF. (EAST OF US HIGHWAY 77, SOUTH OF E. CEDAR LANE, AND NORTH OF POST OAK ROAD; WARD 5).

APPLICANT/REPRESENTATIVE	Wiggins Properties, LLC/Rieger Sadler Joyce LLC
LOCATION	Generally located east of US Highway 77, south of East Cedar Lane, and north of Post Oak Road
WARD	5
CORE AREA	No
EXISTING ZONING	PUD, Planned Unit Development
EXISTING LAND USE DESIGNATION	Commercial
CHARACTER AREA	Corridor Area & Suburban Neighborhood Areas
PROPOSED ZONING	PUD, Planned Unit Development

PROPOSED LAND USE

No Change

REQUESTED ACTION

Amend the existing PUD Narrative and Site Development Plan

SUMMARY:

The applicant, Wiggins Properties LLC, is requesting an amendment to the existing PUD, Planned Unit Development (O-2324-33). The proposed amendment would allow for the inclusion of multi-family residential uses on the property and a redesign of the previously approved Site Development Plan. The multi-family residential portion of the development is expected to contain approximately 334 dwelling units.

EXISTING CONDITIONS:

SIZE OF SITE: 151.16 Acres

SURROUNDING PROPERTIES

	Subject Property	North	East	South	West
Zoning	PUD	PUD & I-1	PUD	A-2	R-1, A-2, C-2, & I-1
Land Use	Commercial	Urban High	Urban Medium &	Urban High and Outside City limits	Job Center
Current Use	Vacant	Industrial & Residential (Multi-Family)	Residential (Multi-Family) & Vacant	Residential (Single-Family)	Industrial, Commercial & Residential (Single-Family)

EXISTING ZONING DESIGNATION

PUD, Planned Unit Developments

It is the intent of this section to encourage developments with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas in achieving the goals of the comprehensive plan of record. The PUD, Planned Unit Development District herein established is intended to provide for greater flexibility in the design of buildings, yards, courts, circulation, and open space than would otherwise be possible through the strict application of other district regulations. In this way, applicants may be awarded certain premiums in return for assurances of overall planning and design quality, or which will be of exceptional community benefit, and which are not now required by other regulations. By permitting and encouraging the use of such procedures, the Planning Commission and City Council will be able to make more informed land use decisions and thereby guide development more effectively in the best interest of the health, safety, and welfare of the City. Specifically, the purposes of this section are to encourage:

- (1) A maximum choice in the types of environment and living units available to the public.

- (2) Provision of more usable and suitably located open space, recreation areas, or other common facilities than would otherwise be required under conventional land development regulations.
- (3) Maximum enhancement and minimal disruption of existing natural features and amenities.
- (4) Comprehensive and innovative planning and design of diversified developments which are consistent with the Comprehensive Plan, including the Land Use Plan, and remain compatible with surrounding developments.
- (5) More efficient and economic use of land resulting in smaller networks of utilities and streets, thereby lowering costs.
- (6) Preparation of more complete and useful information which will enable the Planning Commission and City Council to make more informed decisions on land use. The PUD, Planned Unit Development regulations are designed to provide for small- and large-scale developments incorporating a single type or a variety of residential, commercial, industrial and related uses which are planned and developed as a unit. Such development may consist of individual lots, or it may have common building sites. Private or public common land and open space must be an essential, major element of the development, which is related to, and affects, the long-term value of the homes and other development. A planned unit development shall be a separate entity with a distinct character that respects and harmonizes with surrounding development.

LAND USE DESIGNATION

Commercial (C)

Efficient, walkable pattern of development with a variety in commercial arrangements. Moderate building spacing and separation of uses. Allowances for commercial activities that draw from a regional level, while still supporting neighborhood services. Primarily featuring retail establishments that have a large trade area and are auto-centric in design. The large retail site often acts as an attractor to other activities that rely on pass-by vehicle trips.

Predominately non-residential uses with a smaller percentage of residential uses at compatible densities and scales.

CHARACTER AREA DESIGNATIONS

Corridor Areas

Corridor Areas are developed or undeveloped land on both sides of a roadway; primarily designated, although not limited to, commercial and mixed-use development with auto-centric design. Scale and location affect the type and intensity of these uses. Corridor character is determined by scale and is recognized in three main areas. (Gateway Corridors, In-Town Corridors, and Downtown Corridors)

Gateway Corridors

Major thoroughfare that serves as an important entrance or means of access to the community marked by orientation of buildings to highway; on-site parking; and large set-backs for buildings. Anticipating high public transit access, including stops and shelters in locations safe for passengers and operations. Interstate-35, North Flood Avenue, Alameda Street, Main Street west of 24th, and Highway 9 are Gateway Corridors managed under this Character Area.

Suburban Neighborhood Area

Suburban Neighborhood Areas are where suburban residential subdivision development has or is likely to occur (due to availability of water and sewer service). This area is characterized by low pedestrian orientation, existing but limited public transit access, high to moderate degree of building and use separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.

In the future, the neighborhoods with good trail access and connections to surrounding services will likely continue to be highly attractive neighborhoods. Future development should elevate connectivity and traditional neighborhood design (TND).

NEAREST PUBLIC PARK

Bluestem Park is adjacent to the development site; it is a 4 acre park in the southwest corner of The Links development north of the subject property.

PROCEDURAL REQUIREMENTS:

PRE-DEVELOPMENT:

PD25-28

October 23, 2025

The neighbors in attendance asked if a turn lane or traffic light would be included as part of this project to help with the traffic it will generate. The applicant representative explained to the neighbors that a Traffic Impact Analysis was conducted for this project and if certain thresholds were met a traffic light would need to be installed. The representative then added that as part of the platting process, street improvements must be made by the developer along the frontage of the project site. These improvements include the turn lane mentioned by the neighbors.

BOARD OF PARKS COMMISSIONERS:

November 6, 2025

The applicant requested fee-in-lieu of land for this project, with the collected fees assigned to the Bluestem Park development account. The Board of Parks Commissioners voted to approve the fee-in-lieu decision with a vote of 7-0.

REVIEW COMMENTS:

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk (*) indicates that the agency, department, and/or division responded with review comments "inconsistent" with AIM Norman Plan. Items italicized and blue in these sections represent City Staff analysis.

CITY DEPARTMENTS

1. Fire Department
2. Building Permitting Review
3. Public Works/Engineering
4. Transportation Engineer
5. Planning
6. Utilities

FIRE DEPARTMENT

Items related to Fire codes will be addressed during building permitting.

BUILDING REVIEW

Building codes and all applicable trades will be addressed at the building permit stage.

PUBLIC WORKS/ENGINEERING

Please see attached report from Engineering regarding the Preliminary Plat.

TRANSPORTATION ENGINEER

Please see attached report from the Transportation Engineer regarding the Preliminary Plat.

PLANNING

ZONING CODE CONSIDERATIONS

Purpose – PUD, Planned Unit Development

It is the intent of this section to encourage developments with a superior built environment brought about through unified development and to provide for the application of design ingenuity in such developments while protecting existing and future surrounding areas in achieving the goals of the comprehensive plan of record. The PUD, Planned Unit Development District herein established is intended to provide for greater flexibility in the design of buildings, yards, courts, circulation, and open space than would otherwise be possible through the strict application of other district regulations. In this way, applicants may be awarded certain premiums in return for assurances of overall planning and design quality, or which will be of exceptional community benefit, and which are not now required by other regulations. By permitting and encouraging the use of such procedures, the Planning Commission and City Council will be able to make more informed land use decisions and thereby guide development more effectively in the best interest of the health, safety, and welfare of the City. Specifically, the purposes of this section are to encourage:

- A maximum choice in the types of environment and living units available to the public.
- Provision of more usable and suitably located open space, recreation areas, or other common facilities than would otherwise be required under conventional land development regulations.
- Maximum enhancement and minimal disruption of existing natural features and amenities.
- Comprehensive and innovative planning and design of diversified developments which are consistent with the Comprehensive Plan, including the Land Use Plan, and remain compatible with surrounding developments.
- More efficient and economic use of land resulting in smaller networks of utilities and streets, thereby lowering costs.
- Preparation of more complete and useful information which will enable the Planning Commission and City Council to make more informed decisions on land use. The PUD, Planned Unit Development regulations are designed to provide for small- and large-scale developments incorporating a single type or a variety of residential, commercial, industrial and related uses which are planned and developed as a unit. Such development may consist of individual lots, or it may have common building sites.

Private or public common land and open space must be an essential, major element of the development, which is related to, and affects, the long-term value of the homes and other development. A planned unit development shall be a separate entity with a distinct character that respects and harmonizes with surrounding development.

*The applicant requests an amendment to the property's existing PUD to add the additional use of multi-family residential and change the Site Development Plan to include additional structures. This proposal remains **consistent** with the purpose of a PUD.*

Uses Permitted

- The project site is currently designated for a mixed-use development consisting of a resort destination and commercial and office uses. The proposed amendment will allow for the development of multi-family residential structures on the subject site. The multi-family residential portion of the development is expected to contain approximately 334 dwelling units. A complete list of allowable uses can be found within the attached PUD Narrative as Exhibit D.

*This PUD, Planned Unit Development, proposes a mixed-use development that will include commercial, office, and multi-family residential uses. This proposal is **consistent** with the surrounding area as there are existing commercial and multi-family residential uses nearby.*

Area Regulations

- Setback off of US Highway 77:
 - Lots within the property that front Classen Blvd. shall have a minimum twenty-five foot building setback from the property line fronting Classen Blvd.
- Setback off of North Property Line:
 - Lots within the property that abut the neighboring property located to the North of the property shall have a minimum ten foot building setback from the North property line. Additionally, there shall be a minimum ten (10') foot building setback from the private drive running along the North property line.
- Setback off of South Property Line:
 - Lots within the property that abut the neighboring property located to the South of the property, including Post Oak Road, shall have a minimum ten-foot building setback from the South property line.
- Setback off of East Property Line:
 - There shall be a minimum one hundred fifty-foot building setback from the Easternmost boundary of the property. Additionally, there shall be a minimum two-hundred-foot setback from the Easternmost boundary of the property for any recreational cabins.
- Setback off of Interior Streets:
 - Lots within the property that abut any interior platted public streets, which are 24th Avenue SE, and Liberty Point Drive, shall have a minimum twenty-five foot building setback from the property line fronting said interior street.
- Setback off of Utility Easements:
 - If a utility easement or other public easement is not located within the building setbacks enumerated above on a lot within the property, all permanent buildings and vertical habitable structures shall be setback a minimum of one foot from said easement located on the lot. Paving and RV parking shall be allowed over drainage, utility, and other public easements.

*The Area Regulations for this development are **consistent** with those found in the surrounding area. The setback requirements for this development, while tailored for this development specifically, still meet or exceed those of the surrounding zoning districts. The development proposes a 25' setback for lots with frontage on US Highway 77, a 10' setback from Post Oak Road, and a 25' setback on the side where a lot has frontage to an interior street.*

Height Regulations

- There shall be no height restriction for commercial or office buildings. Exclusively residential structures may be constructed up to 5 stories in height.

*The proposed development will not have a maximum building height for commercial and office structures. For multi-family residential structures, there will be a maximum building height of five stories. Surrounding zoning districts have a variety of height restrictions. The Armstrong PUD to the northwest has no height limit for commercial and office uses. The Links PUD to the north allows for two-stories for multi-family use. The Destin Landing PUD to the east allows for one- to two-stories for single-family residential development. Across Hwy 77, varied heights are allowed, ranging from three-stories in the I-1 District to no maximum height requirement in C-2. The proposed development is **consistent** with the surrounding allowances in the area.*

Open Space

- The Property shall contain approximately 35% open space comprising approximately 52 acres of the Property. lots containing exclusively multi-family residential uses shall have no more than 65% impervious coverage.

*Approximately 35% of the development site will be open space. The proposed amount of open space far exceeds the required minimum of 10% to 15% under the City's Section 36-509, PUD, Planned Unit Developments. This open space proposal is **consistent** with surrounding developments.*

Traffic Access, Circulation, Parking and Sidewalks

- Access to the Property shall be permitted in the manner depicted on the attached Site Development Plan. The Property shall comply with the City of Norman standards to allow for emergency access and fire access as necessary, as such standards may be amended from time to time. The Property shall be allowed to utilize the maximum number of curb cuts along Classen Blvd that are permissible in accordance with ODOT approval.

*There are three access points from Hwy 77 shown on the Site Development Plan. Two additional access points are shown on the south boundary of the development site along Post Oak Road. Access points along Hwy 77 require ODOT approval. Access points along Post Oak Road were reviewed and approved by the City Transportation Engineer. Access as shown on the Site Development Plan is **consistent** with City and ODOT regulations. Parking and sidewalks are planned and shown on the Site Development Plan. Trails and RV spaces are proposed and shown on the Site Development Plan in the resort area.*

Landscaping

- Landscaping shall be in conformity with the City of Norman ordinances, as amended from time to time.

*The proposed development is **consistent** with the regulations found under Section 36-551, Landscaping Requirements For Off-Street Parking Facilities.*

Lighting

- All exterior lighting for any lots with a commercial use shall be installed in conformance with any applicable City of Norman Commercial Outdoor Lighting Standards, as amended from time to time.

*The proposed development is **consistent** with the regulations found under Section 36-549, Commercial Outdoor Lighting Standards.*

Signage

- Signage for all lots shall comply with the City of Norman's applicable signage restrictions then in effect for the actual use of the lot, as may change from time to time. In addition to the signage allowances contained herein, the Property shall be allowed to feature the following signs:
 - Development Entrance Signs: Up to six signs within the Property advertising the Property and any tenants located therein. Each Development Entrance Sign may be a maximum of 300 square feet per side, each sign having no more than two sides.
 - Directional Signs: Up to ten Directional Signs within the Property indicating directions to the different offices, locations, services, or entrances contained within the Property. The Directional Signs are intended to contain directions to multiple locations or destinations on each sign, such as directions to the main entrance, specific offices or services, and parking locations. Each Directional Sign may be a maximum of 150 square feet per side.
 - Façade Signs: Each building within the Property may feature up to two Façade Signs per each side of the building. Each Façade Sign may be a maximum of 300 square feet and a portion of each Façade Sign may extend above the roof line of the building.
 - Illumination: All of the signage discussed herein may be illuminated in accordance with the maximum extent allowable under the City of Norman's applicable commercial signage restrictions, as amended from time to time.
 - Banner Signage: Banners, flag signs, and other similar decorative signage may be displayed within the Property. Banners may be attached to private light poles or to the buildings to advertise holidays, events, the Property, and any tenants located therein.
 - Sight Triangle Protection: All signage within the Property shall be placed in appropriate locations to not interfere with applicable traffic sight triangles.
 - Platted Easements: Signs may not be placed in any platted easements without first obtaining consent to such encroachment from the applicable utility providers and City Council.

*The PUD allows for the signage permitted by Chapter 28, Sign Regulations, along with these additional allowances listed above. The proposed signage is similar to that of the Armstrong PUD to the northwest. The requests for the additional square footage and signage are **inconsistent** with the City signage codes.*

Screening

- Fencing, such as, but not limited to, wrought iron, stockade wood, composite, and other fencing types, is permissible but is not required within the Property. In conformance with City Code the Applicant may file restrictive covenants against the Property to more narrowly tailor architectural review of fencing within the development. The Property may, but is not required to, install perimeter fencing along all or portion of the Property.

*The proposed development does not require fencing; however, fencing may be permitted, provided it complies with the regulations under Section 36-552, Fencing, Walls, And Screening. The proposed development would be required to provide fencing along the eastern property line under Section 36-552. Should the applicant choose not to provide this fencing, they would be **inconsistent** with City screening requirements.*

Exterior Materials

- Exterior materials of the buildings to be constructed on the Property shall be a minimum of eighty percent (80%) brick, wood, stone, synthetic stone, stucco, EIFS, masonry, metal accents, metal exteriors with aggregate, sandblasted or textured coating finish, or other comparable materials, and any combination thereof, exclusive of all window, doors, roofs, or glass. The Applicant may file restrictive covenants against the Property to more narrowly tailor architectural review within the development.

*The listed materials and percentages are **consistent** with the requirements found within Section 36-547, Exterior Appearance of the Zoning Ordinance.*

Sanitation/Utilities

- Trash may be handled through on-site dumpsters. A trash compactor(s) and its enclosure(s) may also be located on site to facilitate trash removal. Any dumpster or trash facilities shall be screened within enclosures that are built of materials to be compatible with the building exteriors in the main building. Locations of dumpsters and/or compactors shall be such that allows for proper ingress and egress for City sanitation vehicles in accordance with the EDC.

*The locations and designs of sanitation facilities are **consistent** with the requirements of the City of Norman's Engineering & Design Criteria and Utilities Department.*

Phasing

- It is anticipated that the Property will be developed in multiple phases. The initial phase is anticipated to be the Retail and Commercial areas in the western portion of the Property. The timing and number of future phases will be determined by market demand and absorption rates.

*While the applicant has stated the commercial uses located in the western portion of the property will be developed initially, no timeline has been presented. Additionally, the applicant has not produced an exhibit depicting the development's expected phasing. For these reasons, the development is **inconsistent** with the phasing requirements of Section 36-509, PUD, Planned Unit Developments.*

COMPREHENSIVE PLAN CONSIDERATIONS

Character Area Policies

General Policies

Residential Policies

- New residential development should blend with existing housing, incorporating tools such as buffering requirements and right-sized public spaces as defined in land use categories.
- Accommodate a variety of housing styles, sizes, densities, and price points to suit diverse housing needs.
- New residential development should use a variety of techniques to avoid the appearance of identical homes, increasing vibrancy and diversity in the built environment.

*The residential component of the proposed development will be comprised of multi-family residential structures containing approximately 334 dwelling units in approximately 20 buildings, which can be a maximum of five-stories in height. There will be a mix of townhomes and multi-family structures. The development is **consistent** with the Residential Character Area General Policies.*

Non-Residential

- New non-residential development should use high quality building materials such as glass, brick, stone, wood or cementitious siding.
- Require that loading areas be located to the rear and sides of buildings and screened from view.
- Ensure that all sides of a parking garage that are visible from public view are architecturally consistent with the buildings it serves.
- Buildings in a corporate campus setting should have an internal pedestrian network between buildings.

*The development proposes an 80% masonry requirement for all structures built within the development site. Additionally, loading areas are shown to be screened from view. For these reasons, the proposed development is **consistent** with the non-residential Character Area General Policies.*

Suburban Neighborhood Areas Policies

- Infrastructure extensions should occur incrementally, and new developments must connect to City water and sewer, which may require extension of lines.
- Protect drainageways in accordance with WQPZ ordinance within new development and expand their use for public trail access.
 - Treat water quality volume from runoff for volume recommended in stormwater master plan and in accordance with EDC Section 7000.
 - The open spaces created around drainageways should be connected when feasible to create wildlife corridors.
- Reduce the impact of higher intensity uses to adjacent lower intensity uses with screening and landscaping. Native landscaping is encouraged.
 - Prioritize preservation of existing mature street trees.

- Promote a mix of housing types, including accessory dwelling units, and new, well-designed similarly scaled multi-unit residences to increase neighborhood density and income diversity.
 - Priority for higher density, mixed-income, and affordable housing opportunities should be assigned to locations with multi-modal transportation access and capacity.
 - Based on associated Land Use, housing typologies of all intensity levels are appropriate within the Suburban Character area.
- Encourage:
 - More mixing of uses, including neighborhood services, job centers, and residential uses of similar intensities.
 - Retrofitting existing commercial and retail strip development in areas that are likely to undergo renovation or potential demolition in the life of this plan.
 - Civic, cultural uses, entertainment establishments that will promote community interaction and public open space.
- As streets move further from the center of the Core Neighborhood Character Area and parcel sizes and development patterns work against pedestrian circulation, focus should shift to vehicular safety, corridor appearance and traffic speeds while still providing basic access and safety for pedestrians and bicyclists. Transportation accommodations should:
 - Ensure interconnectivity between developments for local and collector streets.
 - Provide access to trails with all new development, when feasible to integrate trail plans outlined in the Transportation and Park Master Plans into developments.
 - Connect streets between land uses and include complete street approaches for undeveloped sites.
 - Use the most recent Transportation Master Plan to fill pedestrian system gaps along streets, to trails, and within developments.
 - Encourage network of multi-modal transportation options to neighborhood centers and local mixed-use developments.

*The proposed development is **consistent** with the Suburban Neighborhood Areas Policies because it promotes a mix of uses, utilizes interconnectivity, connects to City infrastructure, and reduces the impact of higher intensity uses from lower intensity uses by providing additional open space along the entire length of the east side of the development.*

Corridor Area Policies

- Support the natural phasing out of older and lower-yield commercial and industrial uses with regulations and incentives that support mixed-uses and local businesses.
- Use screening, with natural materials when possible, to lessen noise pollution and visual clutter from existing and future uses along the corridor.
- Promote circulation and manage access to keep traffic flowing by:
 - Including access along and into properties for vehicles, public transit, pedestrians, and bicyclists during street and interchange improvements.
 - Projects should not create fragmented parcels or impede on- and off-site circulation through, to reduce restriction of future development.
 - Allowing redevelopment of excess parking areas or commercial building space for residential uses, especially along public transit routes and areas with strong existing or planned pedestrian connections.
 - Requiring shared entrances, cross-access, and avoiding multiple access points for new commercial developments at major intersections.

- Commercial developments should offer both internal and external pedestrian connections, especially between hotels, restaurants, and retail services.
 - Connections to the corridors and through developments should improve safety for those walking, bicycling, or using mobility devices.
- Allow redevelopment for high density residential and mixed-residential uses near public transit stops, along pedestrian routes, and where site design does not create secluded enclaves of apartments.
- Add density through development of sites behind properties directly facing streets.
- Retrofit or mask existing strip development or other unsightly features, as necessary.
- Explore requiring that stormwater management and detention have lower impact than historic stormwater conditions for all new or redevelopment along corridors.

*The Corridor Area Policies apply to the triangular area between Hwy 77 and 24th Ave SE and the frontage along Hwy 77. The proposed development is **consistent** with the Character Area Policies of the Corridor Area because the development promotes internal connections using interior streets and sidewalks and provides density through the development of sites behind street-facing properties.*

Land Use Development Policies

Commercial Land Use

- Efficient, walkable pattern of development with a variety in commercial arrangements. Moderate building spacing and separation of uses. Allowances for commercial activities that draw from a regional level, while still supporting neighborhood services. Primarily featuring retail establishments that have a large trade area and are auto-centric in design. The large retail site often acts as an attractor to other activities that rely on pass-by vehicle trips.
 - Predominately non-residential uses with a smaller percentage of residential uses at compatible densities and scales.

*The proposed development includes a mix of commercial, office, and residential uses. Sidewalks and trails are proposed throughout the development. Due to the location on the southern boundary of the City, the proposed development is an auto-centric design, with several interior streets providing connections to the various commercial and office areas of the development. The mix of uses for the development is predominately non-residential. For these reasons, the development is **consistent** with the Commercial Land Use policy.*

Building Types

- New Development:
 - Focus on big-box retail, office, small-scale manufacturing, and distribution.
 - Developments are mostly non-residential. Multi-unit residential can be a transitional use to a lower intensity residential neighborhood or as part of employer housing.

*The proposed development is **consistent** with the Commercial Land Use policies because it features a variety of retail and office uses, including opportunities for big-box retail. Multi-family residential is proposed and will transition to the resort area, where small, short-term rental spaces are proposed.*

Site Design

- New Development:
 - Parking lots may be converted into buildable sites.
 - Some locations may warrant 2-3 story parking decks serving multiple campuses or areas.
 - Special attention to pedestrian circulation from tenant to tenant.
 - Shared waste streams for garbage and grease, limited off-hour deliveries, and inclusion of other design features that mitigate service and loading impacts on adjacent lower intensity uses.
 - Landscaping should be thoughtfully planned and maintained to cultivate an attractive environment.
 - Stormwater management should be integrated into projects and designed, when possible, as a site or district amenity.

*The development proposes interconnectivity within both the residential and commercial areas of the development. Additionally, the development proposes appropriate landscaping throughout the development. The development is **consistent** with the Commercial Land Use policies.*

Transportation

- Projected: High-connectivity grid pattern providing viable locations for higher intensity land uses, and allowing multiple access points and routes between uses. Most of the arterials have or will have adequate pedestrian facilities, giving people the option of walking to get to and from these locations. Existing surface parking lots at these locations often present an opportunity to modify the circulation pattern, improve access, and add other benefits. Improving access for pedestrians and bicyclists will be a priority, including modernizing multi-modal infrastructure. Locations at major transit stations highly preferred, transit accommodations should be integrated, if not already established.

*The development is **consistent** with the Commercial Land Use Transportation policy because it provides access points on both Hwy 77 and Post Oak Road. As this area of Norman continues to develop, future development should meet many of the development guidelines under Projected growth.*

Utility Access

- A full range of utilities should be available. If services are not already in place, they must be extended by the developer during the platting process to be suitable for development. If development occurs adjacent to existing facilities that are determined to be insufficient to meet the demands of the proposed development, the developer must upgrade the existing facilities to enhance the capacity of the utility systems.

*The proposed development has access to City utilities and is **consistent** with Utility Access policies.*

Public Space

- Plazas, café seating, and other small, well-designed outdoor spaces. Traditional public parks are not appropriate. Pedestrian amenities and connections to regional trails are commonly integrated.

*The resort area of the proposed development offers a large amount of open space and an internal system of trails and sidewalks. The commercial area also offers sidewalks. For these reasons, the development is **consistent** with the Commercial Land Use policy.*

Neighborhood and/or Special Area Plans

*This location is **not** within a Neighborhood or Special Planning Area.*

UTILITIES

AIM NORMAN PLAN CONFORMANCE

Proposed development is in accordance with AIM Water and Wastewater Utility Master Plans.

SOLID WASTE MANAGEMENT

The proposed development meets requirements for City streets and provides access for solid waste service.

WATER/WASTEWATER AVAILABILITY

Water Availability

Adequate capacity within the water system exists to serve the proposed development.

Wastewater Availability

Adequate capacity within the wastewater system exists to serve the proposed development.

ALTERNATIVES/ISSUES:

IMPACTS: The proposed PUD includes a mixed-use project with commercial, office, resort, and multi-family residential uses. The site is currently vacant. To the north, there is multi-family. To the northwest, the area continues to develop with a mix of retail and office uses. To the south is a church and outside the City limits. There is one single-family property abutting the subject property on the north side of Post Oak Road. To the east, is vacant land planned to be developed as single-family as part of a master planned development. Across Hwy 77, there is a mix of industrial and residential uses, with several vacant properties. The proposed development will generate more traffic than the vacant site currently experiences.

The proposed development is consistent with the AIM Norman Comprehensive Land Use Plan by promoting mixed-use, incorporating interconnectivity via streets, sidewalks, and trails, providing landscaping, including opportunities for big-box stores, and preserving open space.

CONCLUSION: Staff forwards this request for amendment to PUD, Planned Unit Development District, O-2324-33, to a PUD, Planned Unit Development District, O-2526-19, to the Planning Commission for consideration and recommendation to City Council.